

September 22, 2000


Members, Alternates and Observers
California Traffic Control Devices Committee:

Attached for your use are the summarized minutes from the CTCDC meeting held at the Caltrans Headquarters Auditorium in Sacramento on August 17, 2000. The minutes of the meeting are available on the Caltrans website at the following address:

<http://www.dot.ca.gov/hq/traffops/signtech/newtech/>

The next CTCDC meeting is scheduled for Thursday, November 9, 2000. The meeting will be held in Palm Desert City Council Chamber, 73510 Fred Waring Drive, in the City of Palm Desert. Items to be included in the agenda for the November 9, 2000 meeting should be submitted no later than October 2, 2000.

Sincerely,

A handwritten signature in black ink that reads "Devinder Singh". The signature is written in a cursive style with a vertical line at the end.

Devinder Singh
Executive Secretary, CTCDC

Attachment

MINUTES
CALIFORNIA TRAFFIC CONTROL DEVICES COMMITTEE (CTCDC)
MEETING OF
AUGUST 17, 2000

The second meeting of the CTCDC in 2000 was held in the Caltrans Headquarters Auditorium, in Sacramento, on August 17, 2000.

Chairman Ray Mellen opened the meeting at 9:05 a.m. with the introduction of members and guests. He also introduced the new Executive Secretary of the CTCDC, Devinder Singh, who replaced Jack Kletzman, upon his retirement in January 2000. The Chairman also introduced Capt. Karen Douglas, who will represent the CHP on the CTCDC and John Presleigh, County of Santa Cruz, alternate member for Farhad Mansourian. Mr. Mellen announced that Dick Folkers, CTCDC member, and his alternate John Fisher were not able to attend the meeting. The Chairman thanked Caltrans for holding the meeting in their building. The following members, alternates, and guests were in attendance.

ATTENDANCE	ORGANIZATION	TELEPHONE
Members (Voting)		
Ray Mellen Chairman	Auto Club Southern California, Costa Mesa	(714) 885-2301
Jim Larsen Vice Chairman	CA State Association of Counties County of Tulare	(559) 733-6291
Gerry Meis	Caltrans	(916) 654-4551
Karen Douglas	CHP, Sacramento	(916) 657-7222
Wayne Tanda	League of CA Cities, City of San Jose	(408) 277-4945
Merry Banks	CA State Automobile San Francisco	(415) 565-2297
John Presleigh County of Santa Cruz	CA State Association of Counties	(831) 454-2391

ALTERNATE	ORGANIZATION	TELEPHONE
------------------	---------------------	------------------

Dwight Ku	CSAA	443-2577
John squier	Assistant Deputy Director, LA Co.	(213) 458-5900

ATTENDEES	ORGANIZATION	TELEPHONE
------------------	---------------------	------------------

Mark Greenwood	City of Palm Desert	(760) 776-6450
Mike Morello	City of Auburn	(530) 823-4235
Tom Fossum	City of Auburn	(530) 823-4211
Jack Navone	Navone & Associate	(775) 782-2895
Shirley Carey	CSAA	(415) 565 2895
Hal Garfield	Consultant, Sacramento, CA	(916) 487-2869
Sandy Champion	CHP	(916) 657-7222
Matt Schmitz	FHWA	(916) 498-5850
John Olejnik	CHP	(916) 657-9090
Don Howe	Caltrans Traffic Ops	(916) 654-2634
Dan Navone	Recycleo Technology	(775) 843-3547
Michael A. Harrison	Light Guard System, INC.	(707) 542-4547
Peter Floodman	Light Guard System, INC	(707) 542-4547
Michael Salleberry	City/County of SF	(415) 554-2351
Peter Tanner	City/County of SF	(415) 554-2396
Ed Cox	City of Sacramento	(916) 264-8434
Garry Tsutsumi	City of Stockton	(209) 937-8611
Art Lake		(925) 930-9603
John Hoxie	Caltrans Legal	(916) 654-2630

PUBLIC COMMENTS

Jack Navone of Navone & Associates, thanked the committee for their great services to the people of California, especially for the motorists. No one realizes how much time and effort this committee puts to review and approve uniform traffic control devices for the California motorists. Jack also thanked Gerry Meis and supported his recommendation to adopt the Federal Manual of Uniform Traffic Control Devices (MUTCD) in California along with development of a California supplement to the MUTCD.

MINUTES

Ray Mellen asked for comments on the minutes of the March 15, 2000 meeting. Jim Larsen said the minutes of the last meeting quoted him saying, "we try to use Caltrans QPL." Some people may think "we" refers to the committee. Mr. Larsen wanted it made clear that when he uses "we", it means the County or Local Agency

MOTION: By Jim Larsen, second by Wayne Tanda, to adopt the minutes of the last meeting held at the Caltrans District 12 Office, in Irvine, CA, on March 15, 2000. Motion carried 7-0.

94-10 PEDESTRIAN COUNT DOWN SIGNAL HEAD

Merry Banks, CA State Automobile Association, who sponsored this agenda item on behalf of the City of San Francisco, addressed the committee and stated that the cities of Monterey, Walnut Creek, Concord, and Sacramento have installed count down pedestrian signal heads for experimentation. Public reaction has been favorable on this device. The City of San Francisco is under pressure to do something for the pedestrian crossings. The California State Automobile Association (CSAA) is financing this experiment at 14 different locations. She asked Mr. Peter Tanner from the City of San Francisco to address the committee. Peter said he is not directly involved with the project, but he would try to answer questions from the committee.

Ray Mellen said the committee would like a thorough evaluation and commitment from the city to submit a before and after study. Peter Tanner said the City is committed and would complete the before and after study including motorist reaction. Merry Banks said this is the first time the

94-10 PEDESTRIAN COUNT DOWN SIGNAL HEAD (Continued)

CSAA is involved in this type of funding, and they are committed to follow-up and submit a report to this committee.

Ray Mellen asked for comments. Karen Douglas, CHP, asked if there would be any public relations campaign. Merry Banks said there would be a major effort to educate both the pedestrians and motorists about this device. Ray Mellen asked for a motion.

MOTION: By Jim Larsen, second by Gerry Meis, to approve the experimentation for count down pedestrian signal heads requested by the City of San Francisco. Motion carried 7-0.

Ray Mellen asked for discussion on the motion. Wayne Tanda asked the City to address the motorists' reaction to the signal heads, because of concern that motorists will use the count down as a reason to accelerate. The Committee also encouraged the City to work with FHWA to do this experiment under FHWA guidelines. Matt Schmitz of FHWA promised he would do everything to expedite the process if the City chooses to seek FHWA approval.

ACTION: Item Approved for Experimentation

99-1 GAPS FOR PEDESTRIAN SIGNALS

Ray Mellen said, in the March 15, 2000 meeting, this issue was assigned to a subcommittee chaired by Wayne Tanda. Ray asked Wayne to brief the committee on the subcommittee's findings.

Wayne said one of his staff members, Mr. Joe Garcia, and Mr. Jim Wagner from County of Marin, studied this issue raised by Mr. Suker, a consultant. Both Mr. Garcia and Mr. Wagner concluded and agreed with Caltrans' previous comments that the Caltrans Traffic Manual is in substantial compliance with the MUTCD. Their study recommended no change to the Traffic Manual for two reasons. First, the MUTCD is under major revision at this time and final verbiage is not even available, so any change to Traffic Manual at this time is not justified. Second, since the State is anticipating adoption of the MUTCD with a California supplement, any revision to this section is not needed. They further said that a Traffic Engineer using the

99-1 GAPS FOR PEDESTRIAN SIGNALS (conitued)

Traffic Manual should review all other applicable sections. The sub committee said Mr. Suker's concern should be noted and filed and no further action is needed. Wayne further said Mr. Suker was notified about the sub committee's recommendations. Ray Mellen asked for comments from the committee and from the audience. There were none. Ray then asked for the motion.

MOTION: By Jim Larsen, second by Wayne Tanda to accept the report as recommended to the committee and the information be filed and the item to be closed. Motion passed 7-0.

ACTION: Item Completed.

00-1 BICYCLE PAVEMENT MARKING

Wayne Tanda said this item is an experimentation request by the City of San Francisco and continuation from the last meeting. Wayne further said that during the last meeting, committee members raised some concerns about this request and asked the City to address those concerns in this meeting. Mr. Mike Salleberry and Mr. Peter Tanner represented the City.

Mike stated that the purpose of the bicycle pavement marking (BPM) is to encourage the bicyclist to ride away from the door zone and discourage the usage of sidewalks. Mike mentioned to the committee that the San Francisco Police Department had sent a letter in support of the BPM. Also a letter was received from the City of Sunnyvale supporting the experimentation. Mike Salleberry introduced Mr. Ed Cox from the City of Sacramento. Ed Cox said the City of Sacramento has used and is currently using this type of BPM. He said they use these markings on all Class III bike routes.

Jim Larsen said although the proposal is redundant to the California Vehicle Code (CVC), he is willing to support it to see the results of the BPM experiment. Karen Douglas said that instead of using the BPM as proposed, she may prefer to use "Bikes OK" or "Share The Road" sign. Wayne said this is not an approval of the device, the request is for experimentation and a before and after study would indicate the pluses and minuses of the BPM. This committee has approved devices before that were redundant and this is also redundant to what is already in the

00-1 BICYCLE PAVEMENT MARKING (continued)

CVC that allows bikers to share the roadway with motorists. Wayne further suggested the approval is for experimentation and it could be beneficial. If not, the committee would take appropriate action. The main purpose is to educate both bicyclists and motorists.

Wayne said he would like to make a motion to approve the experimentation. Wayne also explained the reason why he supports the approval of experiment. In the City of SF, they have a unique problem, and they want to address it. Their proposed evaluation process and experiment is sound and thorough, and they have support from the San Francisco Police Department as requested by this committee during the last meeting. Ray Mellen asked for any other comments from the committee and the audience. There were none.

MOTION: By Wayne Tanda, second by Merry Banks to approve the request for experimentation on Bicycle Pavement Marking. Motion adopted by 6 in favor and one abstained (Gerry Meis abstained, because this is mainly a local agency issue).

ACTION: Item Completed, Approved for Experimentation.

00-3 JAKE BRAKE WARNING SIGN

Gerry Meis said this is a joint effort by Caltrans and the City of Auburn to experiment with the advisory sign "Truckers Easy On Jake Brake." Gerry Meis asked Mr. Mike Morello who is Chief of Police in the City of Auburn, to address the committee. Gerry briefed the committee about the proposal. The purpose of this advisory sign is to make truckers aware that their use of the Jake Brake is causing inconvenience to people, especially during nighttime.

Mr. Mike Morello introduced himself and Public Works Director Tom Fossum to the committee. Mike said they are part of a five member City of Auburn Traffic Committee. Local residents living along Route 49 and Route 80 have complained to the Traffic Committee on a regular basis about the noise problem at night caused by the truckers using Jake Brakes. The noise problem is more between May and September and slows during winter. In winter, the number of trucks

00-3 JAKE BRAKE WARNING SIGN (continued)

decreases, and also people keep their windows closed. Since it is not enforceable to prohibit uses of the Jake Brake, the City and Caltrans proposed to experiment with an advisory sign "Truckers Easy On Jake Brake" to see if this would discourage excessive use of Jake brake.

Ray Mellen asked for any other comments from the committee members and from the audience. Matt Schmitz of FHWA said Jake Brake is a specific product name and it may not be appropriate to use on a State sign. Wayne Tanda suggested that since Jake Brake is a manufacturer's name, Caltrans should consider using other names, e.g. compression brake or engine brake. Ray Mellen asked for the motion.

MOTION: By Gerry Meis, second by Jim Larsen, to authorize the City of Auburn to conduct an experiment with a Jake Brake advisory sign and keep the committee informed about the progress of the experiment and submit a final report to the committee. Motion passed 7-0.

ACTION: Item approved for Experimentation.

00-4 USE OF RAISED PAVEMENT MARKING FOR TRANSVERSE PLACEMENT

During the last meeting, a subcommittee was formed involving Jim Larsen and Dick Folkers to review this item and come up with a recommendation with the support of Matt Schmitz, FHWA and Caltrans. Jim Larsen told the committee that the report on this item would not be available until the next meeting. Jim cited two sections from the draft MUTCD, Section 3A.3, Material and Section 3B.7, Raised Pavement Markers (RPMs), Retroreflective and Non-Retroreflective, which address about the use of RPMs. Jim also said there was a questionnaire that was mailed to local agencies and that he has received 5 responses so far. Two said they have used RPMs as a rumble strip, and three said they have not used RPMs in a transverse pattern.

Ray Mellen asked for any other comments from the committee members and from the audience.

MOTION: Moved by Gerry Meis, second by Merry Banks, to continue the item to the next meeting. Motion was carried 7-0.

ACTION: Item to be continued.

00-5 USE OF LED PAVEMENT MARKERS FOR A LEFT TURN GUIDANCE DEVICE

Wayne Tanda introduced Mr. Garry Tsutumi, City of Stockton, and Gene Niemasz, Consultant from Rajappan Meyer Consulting Company and asked them to address their proposal to the committee. Mr. Niemasz said the use of LED Pavement Markers (LPMs) is proposed on a Single Point Interchange (SPI) project at Route 99 and Arch Rd, in the City of Stockton. The purpose of LPMs is to guide the motorists through the intersection. The LPMs are proposed to enhance Caltrans Standard Detail 40, lane line extension through an intersection. The Led will be turned-on with the green phase and will be turned-off with yellow and red phases. The use of LPMs is a joint effort of Caltrans and the City of Stockton.

Ray Mellen questioned Garry whether the motorists would really have a problem negotiating through the intersection or if this is your observation and assumption. Garry said it is really both. It is an enhancement to guide motorists through the intersection. Gerry Meis referred to a draft letter to the committee and said, in his opinion, this is not a new traffic control device. Wayne suggested we should take this in two steps. One, if it is a new traffic control device and second if it is not. If the committee agreed that this is a new traffic control device, then we should go head with experimentation. If it is not, then the design engineer can go ahead with his proposal. Jim Larsen said LED RPMs are going to be seen only with the green phase and in a steady burn mode. Therefore, it is not a new traffic control device.

Ray Mellen asked for any comments from the audience. Hal Garfield, Consultant, said this device has been used in Phoenix, Florida with the FHWA approval. Mike Harrison from Light Guard System said LED RPMs were also used on a construction project in Utah. There were a few motions proposed by the committee members, but none of them were voted. Ray Mellen asked for a motion.

MOTION: By Jim Larsen, second by Gerry Meis, the City of Stockton can proceed without experimentation if the LED/RPMs are placed and operated in a manner, which is consistent with Section 6-02.5 of the Caltrans Traffic Manual. This means the LEDs must be the same color as

**00-5 USE OF LED PAVEMENT MARKERS FOR A LEFT TURN GUIDANCE
DEVICE (continued)**

the line they are extending (i.e., in this case - white). Also, the LEDs must be a steady-burn (white) and activated only when the related green signal phase is activated. At all other times the LEDs must remain inactive or unlighted. Additionally, the RPMs shall not contain any retroreflective surface. For daytime delineation the housing of the LED/RPMs should be the same color as the line they are extending. If the RPM housings are not the same color as the line they extend, then additional marking should be provided for daytime guidance. When used in this manner, the internally illuminated RPMs are not a new traffic control device. They are simply another method of providing lane-line guidance. Motion carried 6-1. Wayne Tanda voted against the motion.

ACTION: Item Completed.

Ray Mellen asked for any discussion on the motion. Wayne said if the project is going to proceed as proposed, then there is no further action required from this committee. On the other hand, if due to operational reasons, it is decided to choose a different mode, like sequential LPMs, then experimentation is required. I would like to ask the City of Stockton, Consultant and Caltrans, in this event, if you choose to go with sequential mode, rather than coming back after 3-4 months and requesting approval for experiment, would you like to request authorization to experiment at this time? Gary Tsutsumi said they would like to get authorization today for the experimentation, if we choose to go with a different operating mode than previously voted. Ray Mellen asked for a motion.

MOTION: By Wayne Tanda, the committee approves the request for experimentation if the LPMs are operated in a sequential mode. Motion second by Jim Larsen. Motion carried 7-0.

ACTION: Item approved with experiment option.

INFORMATION ITEMS

00-A SIGNING FOR HANDICAP FUEL SERVICING

Gerry Meis advised the committee that the State Department of Rehabilitation has requested that Caltrans provide signing on state highways to Fuel Service Stations which provide services to handicapped motorists. Gerry further mentioned that a few years ago a law was passed that requires certain Fuel Service Stations to provide full-service to handicap motorists at self-service prices.

00-B SIGING FOR JUAN BAUTISTA DE ANZA TRAIL

Gerry Meis told the committee that the National Park Service wants Caltrans to install "Juan Bautista De Anza Trail" signs, where state highways intersect the historic trail. There is a program underway to install these signs.

00-C CALIFORNIA WELCOME CENTER SIGNING

Gerry Meis informed the committee that "California Welcome Center" signs have been installed on state highways. However, the sign specifications were never finalized and they were never discussed with the committee. The sign specifications have now been approved.

00-D IMPLEMENTATION OF NCHRP 350 FOR CATEGORY 1 AND CATEGORY II DEVICES

Don Howe, Caltrans Headquarters Traffic Operations Program, briefed the committee about NCHRP 350 implementation as outlined by FHWA Memorandum dated August 28, 1998. NCHRP is the National Cooperative Highway Research Program.

Caltrans is developing a policy for implementing NCHRP Report 350 Hardware Compliance Dates. This policy is required for the National Highway system by the FHWA. However, to avoid having two separate sets of guidelines and requirements and the associated confusion related to which state routes are a part of the National Highway System (NHS), Caltrans anticipates implementing these requirements and making them applicable to the entire State

Highway System. Also, Caltrans will encourage local agencies to implement these standards, at a minimum, on portions of the NHS routes within their jurisdictions. A map showing local highway system routes on the NHS was provided to committee members.

TABLED ITEMS

MUTCD ADOPTION BY CALTRANS

Gerry Meis informed the committee that he is in the process of hiring a Senior Transportation Engineer. This individual would be responsible for developing a California Supplement to the MUTCD. Gerry said his office would work with CTCDC in developing the supplement. Ray Mellen asked Gerry, if the adoption of MUTCD would create any negative impact on local agencies. Gerry responded it most likely would not. Ray Mellen asked Gerry to apprise the committee at the next meeting of how Caltrans plans to proceed with this and if there would be any negative impact on local agencies.

Wayne Tanda suggested Caltrans might wish to retain the services of private consultant with local agencies experience to help guide this effort.

DISCUSSION ITEM

PROPOSED MODIFICATION TO W14 SIGN

The City of Los Angeles proposes to modify the policy for placement of the "Winding Road" (W14) sign. The committee recommended putting this item on the agenda for the next meeting.

CROSSWALK EXPERIMENT BY CITY OF LOMA LINDA

Ray Mellen referred the committee to the article included in the agenda packet related to crosswalk devices installed by the City of Loma Linda. Ray further said he does not know what role the committee has in this type of situation. Wayne Tanda referred to a similar situation in the past and suggested that the Chair should write a letter to the City informing them how to proceed with unapproved traffic control devices. Ray Mellen said he would contact the City and update the committee during next meeting.

STATUS OF CALTRANS ACTION ON PAST ITEMS

Wayne Tanda asked the status of Item 90-7, Bicycle Signal Heads and Item 96-3, Illuminated Left Turn Yield Sign. Gerry said the Bicycle Signal Head text is ready to be incorporated in the traffic manual but we are still waiting for the development of the Standard Plan for the signal head. Regarding the “Illuminated Left Turn Yield” Sign, Gerry said that Caltrans has no plans to use this sign on the state highway system at this time and therefore a standard plan will not be developed. Gerry suggested Caltrans could include text in the Traffic Manual to allow local agencies to use this sign on their roadways. Wayne said that this might be a reasonable approach.

OFF THE AGENDA DISCUSSION

Ray Mellen asked Gerry Meis about the “Lights-Out Policy.” Ray said the Auto Club has received telephone calls from motorists stating that some guide signs are not readable at nighttime because there is not adequate lighting. Gerry Meis said that the light-out policy has been superseded by a sign illumination policy. This new policy may be accessed on Caltrans WebPages at the following address:

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/>

ITEMS UNDER EXPERIMENTATION

99-18 GROUND MOUNTED LED LIDHTS ON STOP BARS

Mike Harrison from Light Guard System updated the committee about the ground mounted LED stop bars installed by the City of Anaheim. Mike said the second progress report prepared by Kaku Associates indicates that the device is effective to increase the visibility, to reduce the red light violations and stop the lead vehicle behind the stop bar. The city of Anaheim wants the experiment to be continued to collect more “after” data. Mike further said the City of Anaheim expressed their desire to expand this experiment at other locations and also a few other agencies have shown interest in installing these devices. Ray Mellen said any new location, including the City of Anaheim, required applying for approval to experiment from this committee.

NEXT MEETING

Dick Folkers offered to host the next meeting in the City of Palm Desert. The committee agreed on November 9th as the date for the next meeting.

ADJOURNMENT

MOTION: By Wayne Tanda, second by Merry Banks, to adjourn the meeting. Motion Carried 7-0. The meeting was adjourned at 2:05 p.m.